

DATE 2212Z 22 MAY 63

25X1A

S E C R E T

TO DIRECTOR

FROM [REDACTED]

ACTION: OSA(1-15)

INFO: S/C (16)

25X1A

25X1A

TOR: 2342Z 22 MAY 63

ROUTINE

IN 77399

25X1A

6811

REF: A. [REDACTED] 3802

B. [REDACTED] 7642 ✓

COL LEDFORD FROM KELLY JOHNSON

25X1A

DOCUMENT NO. 194

NO CHANGE IN CLASS. ☒☐ DECLASSIFIED

CLASS. CHANGED TO: TS S C

NEXT REVIEW DATE: 2011

AUTH: NR 1-2

DATE: 5 Aug 81 REVIEWER: [REDACTED]

25X1A

DISCREPANCIES NOTED IN REF A DUE TO WORKMANSHIP AND INSPECTION NOT FLIGHT CHECK. ARTICLE 350 FLOWN TOTAL FOUR TIMES AT COMPLETION OF IRAN. ALL FLIGHTS NORMAL INCLUDING AUTOPILOT.

THE FOLLOWING COMMENTS ARE OFFERED TO REF A:

25X1A

ITEM 1 A - OMISSION OF HOLES IN POD FOR EQUIPMENT MOUNTING DISCOVERED DAY OF DELIVERY. [REDACTED] TOOK CORRECTIVE ACTION: SENT CREW TO [REDACTED] TO DRILL HOLES.

25X1A

ITEM 1 B - NO EXCUSE FOR THIS CONDITION. THIS IS A PREFLIGHT INSPECTION ITEM.

ITEM 1 C - THIS APPEARS TO BE THE RESULT OF POOR WORKMANSHIP AND INSPECTION.

25X1A

ITEMS 1 A, B AND C [REDACTED] HAS TAKEN CORRECTIVE ACTION TO PREVENT REOCCURRENCE.

25X1A

ITEM 2 A - [REDACTED] DOES MINIMUM MAINTENANCE ON DRIFT SIGHT. THESE MAINTAINED BY PERSONNEL AT [REDACTED]

25X1A

S E C R E T

GROUP 1
Excluded from automatic
downgrading and
declassification

25X1A

S E C R E T

25X1A

[] 5811 (IN 77399)

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ITEM 2 B - AUTOPILOT OPERATED SUCCESSFULLY AT [] DURING ALL FLIGHTS. AUTOPILOT REP WAS SENT TO [] DISCOVERED 25X1A INTERMITTENT CONTACT AT EXTREME TRAVEL OF ROLL POT. THIS WAS A GROUND CHECK-OUT SQUAWK. NORMALLY, IN FLIGHT, POT WOULD NEVER TRAVEL TO EXTREME. CONDITION FIXED AND ARTICLE SUCCESSFULLY FLOWN.

25X1A

ITEM 2 C - ENGINEERING REP SENT TO [] TO ASSIST. ARTICLE REFLOWN YESTERDAY, MAY 21, CONDITION COULD BE REPEATED ONLY AFTER FOUR SUCCESSFUL CHANGEOVERS. CONTROL BEING CHANGED. ARTICLE WILL BE REFLOWN. FUEL CONTROL TO BE INSPECTED IN DETAIL TO DETERMINE CAUSE OF PROBLEM. REPORT WILL FOLLOW.

ITEM 2 D - CONDITION OF SPEED BRAKE/FUSELAGE INTERFERENCE 25X1A WAS CAUSED BY LACK OF ADEQUATE CLEARANCE. THIS DISCOVERED AT [] AFTER SECOND FLIGHT. REPAIR MADE AND SPEED BRAKE OPERATED ON GROUND. REFLOWN AND CHECKED O.K. REOCCURRANCES AT [] REQUIRED OUR REP TO READJUST SPEED BRAKE AT HINGE. 25X1A

END OF MESSAGE

S E C R E T